UNITED STATES MARINE CORPS
2D MARINE AIRCRAFT WING
U.S. MARINE CORPS FORCES, ATLANTIC
POSTAL SERVICE CENTER BOX 8050
CHERRY POINT, NORTH CAROLINA 28533-0050

WgO P4000.30
G4/03
5 JAN 99

WING ORDER P4000.30

From: Commanding General
To: Distribution List

Subj: 2D MARINE AIRCRAFT WING MARITIME PREPOSITIONING FORCE (MPF) STANDING OPERATING PROCEDURES (SHORT TITLE: 2D MAW MPF SOP)

Ref: (a) OH 1-5-1 (TRI-MEF MPF SOP)
(b) FMFM 1-5 (MPF Operations)
(c) MCBul 3501 (MPF MAGTF Force List)
(d) WgO 4400.24B (Aviation Logistics Management of the Fly-In Support Package (FISP))
(e) OH-1-5-2 (MPF Operations Checklist)
(f) NAVMC 2907 (MPF Prepositioning Objective)
(g) MCO P3000.17 (MPF Planning and Policy Manual)
(h) 2d MAW(fwd) Battlestaff Manning Document

Encl: (1) LOCATOR SHEET

1. Purpose. This SOP provides guidance for command and staff action within 2d Marine Aircraft Wing (2d MAW) for Maritime Prepositioned Force Marine Air-Ground Task Force (MPF MAGTF) Aviation Combat Element (ACE) operations.

2. Background. Each of the elements of the MPF MAGTF must be prepared to deploy on short notice to support contingency operations. The above references do not address the specific roles of 2d MAW units when engaged in MPF operations. This SOP provides 2d MAW units with specific operating procedures.

3. Action. Commanding Officers, and General and Special Staff Officers, will ensure compliance with the policies and procedures contained in this SOP.

4. Recommendations. Substantive comments and recommendations concerning the contents of this SOP are encouraged. Forward such recommendations to the 2d MAW Assistant Chief of Staff (AC/S) G-3 via the chain of command.

5. Certification. Reviewed and approved this date.

J. E. SCHLEINING
Chief of Staff

DISTRIBUTION: A

Copy to: CG, II MEF (G-3/G-4)

LOCATOR SHEET

Subj: 2D MARINE AIRCRAFT WING MARITIME PREPOSITIONING FORCE (MPF) STANDING OPERATING PROCEDURES (SHORT TITLE: 2D MAW MPF SOP)

Location: _____
(Indicate location(s) of copy(ies) of this Manual.)

ENCLOSURE (1)

RECORD OF CHANGES

Log completed change action as indicated.

Change Number	Date of Change	Date Entered	Signature of Person Incorporating Change

CONTENTS

CHAPTER 1

CONCEPT OF 2D MAW MPF MAGTF OPERATIONS

CHAPTER 1

CONCEPT OF 2D MAW MPF MAGTF OPERATIONS

1000. GENERAL. 2d MAW MPF MAGTF ACE planning and operations are conducted per current doctrinal and policy publications (see references). This SOP complements and supplements those publications.

1001. MPF MAGTF ACE FORCE LIST, TROOP LIST AND TASK ORGANIZATION. MCBul 3501 outlines the notional forces required to staff the MPF ACE to support both Marine Expeditionary Force (MEF)(Fwd) and Marine Expeditionary Unit (MEU) sized MAGTF's.

1002. 2D MAW MPF MISSION. On order, Commanding General, 2d MAW provides a task organized ACE to support MPF MAGTF operations.

1003. COMMANDER'S INTENT

1. Employment of the MPF is a strategic mobility option incorporated into many national-level defense planning documents. Detailed planning and preparing the ACE for MPF employment is required. Accordingly, all unit commanders throughout 2d MAW will become familiar with the planning, staffing, and training requirements put forth in the references and this SOP. Personnel and supplies required to support each of the contingency scenarios will be identified by Group and subordinate unit commanders throughout the Wing. This information will be incorporated into MPF MAGTF ACE operational planning by the 2d MAW staff.

2. When designated, the MPF MAGTF ACE Commander will have the full support of the Wing in preparation for, and the execution of, assigned missions. 2d MAW unit commanders and staffs at all echelons will be familiar with, and trained to the various phases of MPF operations. Such training includes, but is not limited to, familiarity with equipment embarked aboard MPF squadrons (MPSRON), determining and designating additional equipment required by deploying units, staff training requirements, embarking readiness issues, and identifing key personnel required to support MPF MAGTF ACE operations.

1004. CONCEPT OF MPF MAGTF ACE OPERATIONS. Continuity of personnel and coordination between staffs will decrease the complexity of planning and executing MPF operations. Therefore, the AC/S, G-7, will be the focal point for battle staffing the ACE (Fwd) with supporting

roles provided by the other Wing staff sections. The AC/S, G-3, will serve as the 2d MAW focal point for all matters relating to MPF MAGTF plans/operations, this SOP, and related higher headquarters directives.

1. The purpose of a MPF deployment is to support Unified Commanders-in-Chief (CINCs) in executing operations within a constrained force-closure scenario. Per reference (a), the MPF MAGTF will be combat ready within ten days after commencement of a full MPSRON squadron offload. 2d MAW will support the MPF MAGTF commander by developing procedures and executing plans and procedures developed to enable the incremental deployment of the MPF MAGTF ACE within 24 hours of notification.

2. The AC/S, G-7. Will assume responsibility for forming and leading the MPF MAGTF ACE(Fwd) Battle Staff. He will be supported by the Wing staff, as necessary, in the performance of these tasks. Should the total offloading of equipment and supplies aboard the MPSRON be required to support contingency operations, the G-7 will plan, coordinate and execute responsibilities as the MPF MAGTF ACE(Fwd), until otherwise directed by the Wing Commander. In the event the offload is less than the full squadron, the G-7, will coordinate with the AC/S, G-3 and recommend an appropriate MPF MAGTF ACE task organization to the Commanding General. Appendix A includes a notional Table of Organization (T/O) for the Survey, Liaison and Reconnaissance Party (SLRP), the Offload Preparation Party (OPP), the Arrival and Assembly Operations Element (AAOE), and the Equipment Reception Points (ERP). When activated, these organizations will assist in the rapid and efficient deployment of the MPF MAGTF ACE.

1005. TASKS

1. AC/S, G-1/G-2/G-3/G-4/G-6/ALD

a. Provide staff planning expertise to the G-7 as required, during development of MPF MAGTF ACE plans.

b. Provide personnel augmentation to the MPF MAGTF ACE (Fwd) Battlestaff as required.

2. AC/S, G-1. Assist Group commanders in filling MPF MAGTF ACE T/O shortfalls as necessary.

3. AC/S, G-2. Assist the Officer-in-Charge (OIC) SLRP, and the MPF MAGTF ACE commander with appropriate information briefings and mapping support as required.

4. AC/S, G-3

a. Serve as the principle staff officer and primary 2d MAW liaison to II MEF for all MPF MAGTF ACE related matters.

b. Validate the Marine Corps Bullentin (MCBul) 3501 MPF Force List annually.

c. Refine and maintain MPF MAGTF ACE force deployment data in MAGTF II Logistic Automated Information System (LOGAIS) format per II MEF guidance.

d. When designated, assist the MPF MAGTF ACE (Fwd) commander in generating and executing plans necessary to execute the flight-ferry of assigned self-deploying aircraft supporting MPF MAGTF ACE operations.

e. Establish the Self-Deploying Aircraft Control Center (SDACC) as defined in paragraph 4203.11 of reference (a).

f. Coordinate the development of unit/detachment Personnel and Equipment Line Numbers (ULN) data and be prepared to provide Time-Phased Force Deployment Data (TPFDD) for the MPF MAGTF ACE as required.

g. Assign and provide the OIC, MPF MAGTF ACE SLRP Detachment per references (a) and (b).

h. Coordinate MPF MAGTF ACE staff planning and training for 2d MAW commanders and staffs as required.

5. AC/S, G-4

a. On order, activate the Unit Movement Control Center (UMCC) to assist MPF MAGTF ACE units during the marshaling and movement phases of employment per paragraph 4203.7 of reference (a).

b. Assist the MPF MAGTF ACE (Fwd) staff in preparing appropriate deployment movement loading plans.

c. Develop, and maintain on file, a supporting deployment plan for designated MPF MAGTF ACE units.

d. Assist subordinate units with identification and validation of Maritime Prepositioned Equipment/Supplies (MPE/S) and Fly-In Echelon (FIE) information as necessary.

e. Coordinate initial Class V(W) small-arms requirements for deploying units/detachments identified in reference (c).

f. Maintain notional distribution of the MPS MAGTF ACE MPE/S.

g. Coordinate Fly-in Echelon data refinement efforts.

h. Assign and provide the OIC, MPF MAGTF ACE AAOE Detachment per references (a) and (b).

6. AC/S, G-6. Coordinate with senior and subordinate headquarters for Command, Control, Communications, and Computer (C4) planning supporting MPF MAGTF ACE deployments.

7. AC/S, G-7

a. When directed by Commanding General, 2d MAW, act as the ACE (Fwd) for MPF MAGTF operations.

b. Conduct MPF MAGTF ACE Battlestaff training for 2d MAW as required.

c. Assist in validating and developing the MPF MAGTF ACE Force List, MPF MAGTF TPFDD, FIE, and flight-ferry movement plans.

d. Develop and maintain the notional MPF MAGTF ACE (Fwd) Battlestaff to include those organizations outlined in Appendix A.

8. AC/S, ALD

a. Source MPF MAGTF ACE aviation ordnance requirements as determined by the ACE S/G-2 and S/G-3. Review requirements with available MPS aviation ordnance levels and fill deficiencies through coordination with applicable supporting agencies.

b. Assist Marine Air Logistics Squadrons (MALS) in filling Fly-in Support Packages (FISP) material deficiencies per reference (d). MALS deficiencies will be filled through intra-MAW redistribution of assets, selective cannibalization of parts, and through supporting U.S. Navy aviation logistic commands/agencies.

c. Maintain a listing of the distribution of Aviation Ground Support Equipment (AGSE) prepositioned aboard MPSRON's.

d. Coordinate with the G-3 to identify 2d MAW flying squadrons assigned to the MPF Force List. These squadrons will normally fall-in on MPS AGSE. Where AGSE levels are inadequate, source resources to fill deficiencies.

e. Coordinate with the G-3 in validating and developing the MPF MAGTF ACE TPFDD. Pay particular attention to data relating to

the FIE flying squadrons and supporting Marine Aviation Logistics Support Program (MALSP) Contingency Support Packages (CSP).

f. Augment the MPF MAGTF ACE (Fwd) Battlestaff as required.

g. Coordinate aviation logistics support ship (T-AVB) planning and employment in support of contingency operations.

h. Coordinate and ensure U.S. Navy aviation logistics support, distribution and replenishment channels are established in supporting the contingency operation.

i. Assist the MALS in sourcing ACE equipment deficiencies as required.

j. Coordinate with the G-4 to ensure that adequate motor transport, engineer, Material Handling Equipment (MHE) and Explosive Ordnance Disposal support is available to the MALS Intermediate Maintenance Activity (IMA) and the planned aviation ordnance supply point(s).

9. MPF MAGTF ACE Commander (when directed)

a. Upon designation/activation for MPF operations, assume responsibilities as the MPF MAGTF ACE Commander as directed by Commanding General, 2d MAW.

b. When designated as the ACE, report to the MPF MAGTF Commander for planning, deployment and operations as directed.

c. Coordinate with the G-3, G-4 and G-7 to validate MPF policy and/or procedural issues and reports as necessary.

d. Provide liaison officers to assist with MPF MAGTF ACE deployment planning as directed.

e. Activate unit deployment support organizations to assist ACE units during the force marshaling and movement phases of MPF MAGTF ACE operations as necessary.

f. Deploy MPF MAGTF ACE force-listed units and support MPF force-arrival and assembly operations as directed.

g. With the assistance of the 2d MAW staff, maintain current MAGTF Deployment Support System (MDSS) II/MAGTF II data bases to reflect the personnel and equipment required to support MPF MAGTF ACE operations per the force lists in reference (c) to include the FIE.

h. Refine and validate ULNs within the MAGTF-II database for input into the MPF MAGTF ACE TPFDD.

i. Coordinate the validation of the TPFDD submitted by subordinate units to include personnel and equipment required to support MPF MAGTF ACE operations.

j. On order, activate UMCC support organizations to assist MPF MAGTF ACE units during marshaling and movement phases of the deployment.

k. Prepare air embarkation/movement load plans and passenger transportation manifests for each unit/detachment supporting MPF MAGTF ACE operations.

l. Ensure units identified in reference (c) and key personnel assigned to the advanced party are trained and prepared for deployment and employment in MPF operations.

m. Ensure squadron commanders and staffs are familiar with MPF operations through incorporation of MPF scenarios into training exercises.

10. Commanding Officer, Marine Aircraft Group (MAG) 14/MAG-26/MAG-29/MAG-31

a. Support the AAOE OIC with personnel and equipment as required.

b. Assign personnel and equipment to support ERP operations per Appendix A.

c. Provide liaison officers to support MPF MAGTF ACE deployment organizations as directed.

11. Commanding Officer, Marine Wing Support Wing (MWSG) 27

a. Provide personnel and equipment augmentation to the designated MPF MAGTF ACE as required.

b. Conduct annual AAOE training for key AAOE personnel.

c. Provide personnel for the MPF MAGTF ACE Advance Party, and other personnel and equipment as required.

d. Provide transportation support to move personnel, equipment and ordnance from Marine Corps Air Station (MCAS) Beaufort, MCAS New River, and MCAS Cherry Point, to and from the Aerial/Sea Ports of Embarkation (APOE/SPOE) as directed.

e. Provide personnel and equipment to support ERP operations per Appendix A.

f. Provide liaison officers to support MPF MAGTF ACE deployment organizations as directed.

12. Commanding Officer, Marine Air Control Group (MACG) 28

a. Provide support to the AAOE with personnel and equipment as directed.

b. Provide external communications support for the MPF MAGTF ACE headquarters as required.

c. Deploy, emplace, and operate, Marine Air Command and Control Systems (MACCS) agencies as necessary, to support MPF MAGTF ACE operations.

d. Assign personnel and equipment to support ERP operations per Appendix A.

e. Provide liaison officers to support MPF MAGTF ACE deployment organizations as directed.

13. Coordinating Instructions

a. Participate in MPF deployment exercises as directed.

b. Ensure subordinate commanders, principle staff, and MPF MAGTF ACE key personnel attend the Expeditionary Warfare Training Group Atlantic, MPF Staff Planning Course.

c. On order, be prepared to deploy SLRP personnel within 24 hours, the OPP within 72 hours, and initial Advance Party elements within 120 hours of notification.

1006. ADMINISTRATIVE AND LOGISTIC INSTRUCTIONS

1. Personnel. When deployed for MPF MAGTF ACE operations, 2d MAW units will employ manpower management, personnel administration and medical records management procedures per promulgated regulations.

2. Logistics. Chapter 2 of this SOP and the references provide initial logistics planning guidance for MPF MAGTF ACE operations. Reference (e) provides detailed operational checklists to aid MPF MAGTF ACE planners.

3. Reports

a. MAGTF II/LOGAIS allows users to generate a variety of reports supporting deploying units. 2d MAW Staff and Group planners develop Unit Audit Listings (UAL) that designate MPE/S to the squadron level. Wing, Group and unit level planners should have appropriate UALs on-hand prior to deployment.

b. In preparation for the annual ACE MPF validation workshop, 2d MAW units will review their MPE/S distribution plans. Additionally, units are required to have a notional plan in the MDSS II database ready for export into MAGTF II for TPFDD validation.

1007. COMMAND AND STAFF RELATIONSHIPS

1. Continuous Planning. Continuous planning includes preparing operations plans and modifing existing plans, to provide for changes in force capabilities and the introduction of new equipment. The Commanding General, 2d MAW (AC/S, G-3), coordinates for planning, training, inspection, and validation of MPF MAGTF ACE operations. The G-3 serves as the primary point of contact with II MEF and other external MPF organizations. The G-7 will be kept appraised of all policy, procedural, and readiness issues relating to MPF operations.

2. Deliberate Planning Phase. During this phase, MPF MAGTF ACE deployment plans are reviewed and modified according to the mission assigned and the specific situation for subsequent deployment. All assigned squadron and detachment commanders and designated SLRP, AAOE, OPP and Landing Force Support Party (LFSP) augmentees will report when directed to the MPF MAGTF ACE Commander for planning supporting an MPF training exercise.

3. Marshalling and Movement Phase. During this phase, units assigned to the MPF MAGTF ACE complete final preparations for movement to APOE/SPOEs and loading aboard aircraft or ships. For training exercises, the designated ACE Commander assumes operational control of assigned units at the commencement of the marshaling phase. For contingencies, the ACE Commander assumes both administrative and operational control, unless a subsequent Wing-wide deployment is anticipated within 90 days. The ACE OPP Detachment reports to the OIC, MPSRON-1 OPP. The ACE LFSP augmentees report to the OIC, LFSP as directed until the offload is complete.

4. Arrival and Assembly Phase. During this phase the ACE SLRP Detachment reports to the MAGTF SLRP. SLRP personnel integrate into parent units or ACE AAOE upon completion of SLRP responsibilities.

OIC, ACE AAOE Detachment is designated the ACE Commander (Fwd) until the arrival of the ACE Commander or his designated representative. Until then, the OIC, ACE AAOE Detachment assumes responsibility for the ACE Advance Party, on-deck ACE FIE, flight ferries, and the ACE SLRP, OPP and LFSP augmentees released from their duties.

5. Regeneration Phase. During this phase, the ACE AAOE, ACE OPP Detachment, and ACE LFSP augmentees, prepare for MPSRON backload and force regeneration, as required. Notionally, the OIC, ACE AAOE, will assume responsibility for the MPF MAGTF ACE rear party.

CHAPTER 2

LOGISTICS PLANNING

CHAPTER 2

LOGISTICS PLANNING

2000. GENERAL. A MPF deployment is a sequential buildup of forces, equipment and supplies. Combat capability and sustainability is achieved through a combination of shipboard MPE/S, plus personnel, equipment and supplies arriving in the FIE. Only essential supplies and equipment sufficient to support off-load, arrival and assembly operations necessary for employing the MAGTF will be loaded aboard prepositioned ships and the FIE. Chapter 3 of reference (a) provides logistical planning guidance for MPF operations.

2001. GENERAL MPS LOADING PRACTICES

1. Interoperability

a. To assist the interoperability of the three MPSRONs, "Core Blocks" for all classes of supply aboard the MPF ships (less II(A), III(A), VI, IX(A) and X), have been established. Core Blocks are commonly referred to as the Prepositioning Objective (PO). The purpose of the PO is to ensure that embarked supplies and equipment fit aboard the MPSRONs, to assist Headquarters Marine Corps (HQMC)/Marine Corps Logistic Bases (MARCORLOGBASES) in the budgeting process and to reduce MPF MAGTF logistics resupply requirements for the first 30 days. Policy concerning the PO is published in reference (f).

b. While there is a basic core block of Class II and VII items spread loaded aboard each MPSRON, every MEF has a specific PO for equipment (T/E series 9910 H, I, and J), based on the lift capacity of the assigned MPSRON. Given the desire to maintain interoperability between the three MPSRONs, all changes to the PO are reviewed annually and are implemented only upon approval by the Commandant of the Marine Corps. Changes to the PO generally reflect force structure changes within the Marine Corps.

2. MPE/S SPREAD-LOAD PLANNING

a. Once the PO has been established, it is reviewed by the MEF to determine how to spread-load it across the MPF ships. The objective is to meet the requirements of various deterrent-force modules or contingency scenarios. Extreme care is taken during this phase of planning since once a ship is loaded, there is little opportunity to change its load configuration for a period of up to 30 months. Even during exercises when equipment is offloaded, it is extremely difficult to change the established spread-load of equipment and supplies aboard MPF ships.

b. The process of allocating items for loading aboard ships within the MPSRON has taken into account the possible operational mission of each ship, as outlined in the Center for Naval Analysis FMF Force Module Enhancement Study of 1991. The following concept is employed in developing MPSRON spread-load plans:

(1) Items required for a MEU sized MAGTF are loaded on the primary MEU ship (designated as the MPSRON Flagship).

(2) Similar items are loaded on the alternate MEU ship (Alternate Flagship).

(3) Remaining items are spread evenly across the other ships of the MPSRON, with no ship in a four-ship squadron allocated more than one-third of the MPSRON total for any single item. In the five-ship MPSRON, no ship will be allocated more than one-fourth of the total for any one item.

3. Mobile Loads

a. Rolling Stock Loads. Various types of equipment and supplies are loaded onto rolling stock aboard MPSRON ships, thus saving container space. Rolling stock loads are configured to facilitate the off-loading of these items and to provide equipment to various major subordinate commands (MSC), quickly.

b. Loading by MSC. Vehicles are mobile-loaded by MSC groupings as much as possible to facilitate the rapid discharge of cargo. Selected items from the PO are identified during planning as being likely candidates for mobile loading. These items are designated by the individual MSCs.

4. Container Packing. Selected Class II and Class VII items are placed in containers aboard ships for ease of handling and distribution.

5. Component Association. Equipment components are listed in Stock List-3 (SL3) publications associated with specific equipment end-items. SL3 assets are loaded aboard MPS with their respective end-items. SL3 shortages will be ordered 120 days prior to a MPS entering its 30-month programmed maintenance rotation cycle at the MPS Maintenance Facility, Blount Island, Jacksonville, Florida.

6. Airlift/FIE. Airlift requirements are a critical element of planning necessary for the successful execution of an MPF related operation. The sequence and flow of airlifted elements are key variables. These include selected supplies and equipment not

prepositioned, but required during the first 30 days of operations. There is latitude to adjust the air flow depending on operational logistics requirements. The sequencing of the FIE provides planners with operational flexibility to deploy critical supplies or equipment to the area of operations. Availability of an aviation logistics support ship (T-AVB) or a Hospital Ship (T-AH) will also affect air movement sequence planning.

2002. OFFLOAD PLANNING CONSIDERATIONS. Regardless of the mission assigned for subsequent operations, the following conditions are required to establish the MPF MAGTF ashore:

1. A secure area from initiation of strategic deployment through completion of arrival and assembly.

2. Adequate strategic airlift and aerial tanker support.

3. Adequate offload forces (Naval Support Elements (NSE)) to support the operation.

4. Sufficient airfield space for B-747/C-5/C-17/C-141 operations and throughput capability to support the intended airflow.

5. Ample port/and or beach area for timely offload and throughput.

6. Suitable road network between the port and/or beach and associated airfield to permit a timely arrival and joining of airlifted units with their sealifted equipment and supplies.

7. A secure area for the receipt, transfer, and management of controlled crytographic items.

8. Calibration facility established for those items requiring immediate calibration.

2003. SUPPLY ISSUES

1. Commanders should not expect prepositioned supplies for initial distribution to be available before offload day plus six (O DAY + 6), with the exception of Class I items. By O DAY + 6, the AAOG will have sufficient Class III, IV, VIII, and IX on-hand to sustain arriving forces through O DAY + 10, when support from the Combat Service Support Area (CSSA) will be available.

2. Commanders involved in MPF operations must plan for and deploy with sufficient quantities of supplies and equipment based on the following:

a. Class I - Subsistence. Meals Ready-to-Eat, are prepositioned in sufficient quantity to feed a 17,644 man MEF (Fwd), and a 1,193 man NSE for 30 days. SLRP Class I requirements will be determined and provided prior to deployment by the MPF MAGTF G/S-4, and the OIC of the Combat Service Support Element (CSSE). The ACE will establish water points for its Navy Support Element (NSE) by O DAY + 2. Unit distribution of Class I supplies will commence not earlier than O DAY + 9 on a schedule established by the CSSE.

b. Class II - Individual and Unit Equipment. Approximately 30 days of supply (DOS) of consumable supplies (less housekeeping supplies and individual equipment) are prepositioned. Issue by the CSSE will begin after O DAY + 10 based on unit requirements and priorities. Commanders will deploy administrative supplies with the advance party necessary to support unit operations through O DAY + 10.

c. Class III - Petroleum, Oils, and Lubricants (POL). Each MPSRON holds a standardized "core block" of Class III aviation and ground supply items. This core block can be modified to meet mission requirements within funding and storage constraints. Approximately 30 DOS of bulk and packaged POL are prepositioned aboard MPS ships. Sufficient aviation packaged POL must be included in the FIE to support self-deploying fixed wing aircraft and FIE rotary wing aircraft during build-up and subsequent normal operations, until arrival of MALSP support packages on O DAY + 30. There are sufficient amounts of Class III (Aviation) aboard MPS ships to support prepositioned AGSE until O + 30.

d. Class IV - Construction Material. Limited quantities of Class IV material are prepositioned aboard MPS ships for barrier, bunker, and shelter construction. These prepositioned stocks will be retained by the CSSE and issued on an "as required" basis.

e. Class V - Ammunition

(1) Approximately 30 days of ammunition of Class V(W) and Class V(A) are prepositioned on each MPSRON. While other principle end items and supplies have been acquired to support the MPF program, munitions (both ground and aviation, Class V(W) and (A)), were not procured specifically for the MPF, and must therefore be obtained from War Reserve Material Stocks. The type and density of prepositioned munitions aboard MPF ships are subject to change, due to modifications in weapon systems, modernization of munitions, and periodic threat analysis.

(2) Class V(W) requirements are determined by Marine Corps Forces, Atlantic (MARFORLANT), Marine Corps Combat and Development Command (MCCDC), and Marine Corps Systems Command (MARCORSYSCOM).

These requirements are included in the MPF Core Blocks/POs. Requirements for Class V(A) stocks are determined by MARFORLANT (ALD) in conjunction with the Fleet Commanders-In-Chief. Naval Air Systems Command manages the overall inventory.

(3) The ACE and the CSSE will establish ammunition supply points near expeditionary airfields and within the CSSA. Initial capability to issue and arm will be established by O DAY + 8. Commanders will deploy prescribed ammunition loads for T/O weapons with deploying personnel of the OPP, SLRP, Advance Party and Main Body. Prescribed deployment ammunition loads will be defined in the deployment order and the materiel will be issued prior to moving to the APOE.

(4) An initial capability of Class V(A) munitions will normally be flown in aboard self-deploying aircraft.

f. Class VI - Personal Demand Items. No personal support items are included in prepositioned stocks. Personnel should include personal supplies in their packs sufficient for a minimum of 10 days.

g. Class VII - Major End Items. Only those Principal End Items (PEIs) authorized by the MEF will be deployed in the FIE.

h. Class VIII - Medical. The Authorized Medical Allowance List (AMAL) and the Authorized Dental Allowance List (ADAL) include equipment and/or consumable supplies required by the deploying force. AMALs/ADALs are prepositioned to support a MEF(Fwd) for 15 days of combat operations.

i. Class IX - Repair Parts

(1) All three MPSRONs have a standardized set of Class IX parts referred to as the Class IX Core Block. The CSSE will begin issuing Class IX repair parts by O DAY + 9.

(2) Authorized unit Critical Low Density (CLD) repair parts will be included in the FIE. Currently, no CLD repair parts are included in the prepositioned Class IX Core Block. Unit commanders will approve CLD items required for deployment.

(3) Secondary Repairables are prepositioned based on the "replace vice repair methodology" sufficient for the first 30 days of deployment. Units managing maintenance float accounts (MACG-28, MAG-14) will deploy their own CLD depot level repairables.

(4) Thirty DOS of batteries are prepositioned on each MPSRON.

j. Class X - Non-Military Material. No Class X supplies (e.g., agricultural and economic development) are prepositioned aboard the MPSRONs.

3. Aviation Supply Support and Maintenance

a. Each MPSRON provides tailored organizational common-support equipment and unique support equipment with a limited intermediate AGSE for the ACE. All AGSE maintenance is conducted during designated maintenance cycles for MPS ship. Commander, Naval Air Systems Command designated contractor personnel perform all required AGSE maintenance. Loading management for this equipment is provided by 2d MAW ALD. The 2d MAW ALD maintains a complete listing of all AGSE support items prepositioned onboard MPSRON-1.

b. A flight-ferry supply support package will be provided by the parent MAG for respective type/model/series (T/M/S) aircraft to support deployment and arrival in the Arrival and Assembly Area (AAA).

c. Fly-in Support Packages (FISP) are organizational "O" level parts support packages designed to support the Flight Ferry (FF) aircraft of the ACE. The FIE and the FF will include organic squadron Organizational Maintenance Activity (OMA) equipment and supplies required for initial buildup and support. A 30 day FISP will be deployed by the ACE to provide support to the OMA from O + 30. FISPs are designed to provide sufficient material support until arrival of follow-on MALSP Causeway Section Powered (CSP). CSPs consist of both common and unique intermediate "I" level logistics support including personnel and support equipment/individual material readiness list items, mobile facilities, Class III(A) and Class V(A) material. CSPs will normally be transported aboard the T-AVB; but, may be moved via surface shipments or using follow-on airlift. CSPs will also contain Class IX(A) material to support Marine Air Control Squadron Air Traffic Control Detachments and Marine Wing Support Squadron weather units. FISPs may be reconstituted and redeployed upon arrival of CSPs in theater.

4. Publications. Each MPSRON contains a publications library sufficient in quantity and depth to provide:

a. Administrative publications to allow the assigned Marine Corps Maintenance Contractor to accomplish administrative functions outlined in the Statement of Work.

b. Technical manuals to ensure that assigned Marine Corps Maintenance Contractor personnel have needed reference material for maintenance requirements.

c. A full range of maintenance publications to support operating units executing a contingency plan. The deployed force will draw embarked maintenance library materials as it draws prepositioned contingency assets. When an operational force is designated to receive MPF assets for training exercises, no MPF loaded publications will be offloaded. For MPF exercises, participating units must provide their own publications.

5. Follow-On-Sustainment (FOS). Prior to execution of any deployment, the MPF MAGTF will establish requirements for FOS. Estimates will include those supplies and equipment required to reach full operational capability, that are not loaded on prepositioned ships or included in the FIE.

2004. TACTICAL AIRFIELD CONSIDERATIONS

1. Considerations for tactical airfield employment (some of which also relate employment of arrival airfield(s)), are detailed below:

a. Fuel. The type, quantity, and quality of POL available in host nations and the compatibility of on-site POL delivery systems determines the need for deploying POL supplies and equipment. The situation may require the deployment of Tactical Airfield Fuel Dispensing Systems (TAFDS) to support operations. The number of TAFDS which must be deployed to support MPF operations is determined by the siting of aircraft and the requirement for separate fueling areas. Use of existing on-site POL storage and transportation capabilities is critical to operational success since the initial MPF POL offload will saturate tactical systems.

b. Class V(A) Issue, Loading, Arming/Dearming and Storage Areas. Procedures must be established prior to the arrival of tactical aircraft for loading, arming/dearming and storage areas. The class V(A) ordnance storage area should be close to the aircraft loading area, but far enough to ensure compliance with safety regulations and common sense.

c. Aircraft Maintenance and Supply Support. Aircraft assigned to the MPF MAGTF ACE will initially be provided organizational maintenance support with equipment offloaded from the MPSRON and supplies provided from the FISP that accompanies the FIE.

d. Airfield Rescue and Fire Fighting (ARFF). Tactical and geographical considerations, dispersal of aircraft, and availability of host nation assets must be considered to determine ARFF requirements to support contingency operations.

e. Weather. Weather service may be provided by Commander Maritime Prepositioning Force, MPF MAGTF Combat Element, Air Mobility Command, Marine Wing Support Group or the host nation. Currently, no weather assets are prepositioned on MPF ships.

f. Air Traffic Control (ATC). Host nation ATC facilities and services will be used to support deployment operations whenever possible. ATC support provided to the MPF MAGTF ACE should include flight clearance capability to process international civil aviation organization (ICAO) DD Form 1801 and DD Form 175 flight plans. Integration of the host nation ATC facility and MACCS assets should be implemented whenever possible.

g. Engineering Support. Requirements for engineer support will vary with airfields utilized by the MPF MAGTF ACE. Augmentation of the ACE by Engineer Support Battalion or Naval Construction Battalion assets may be necessary since the ACE has limited organic earth moving or deliberate engineering capability. Requirements may include:

(1) Clearing obstructions from aircraft operating areas and overruns.

(2) TAFDS installation.

(3) Utilities installations (including airfield power supply).

(4) Horizontal and vertical construction.

(5) Installation or repair of water distribution and/or hygiene systems.

(6) Heavy equipment/MHE support.

h. Expeditionary Airfield (EAF) Operations. EAF operations encompass the entire spectrum of airfield operations in a tactical environment. This includes the construction of or expansion of runways, aprons and the installation or operation of landing aids. The three most common considerations are included below.

(1) Arresting Gear. Arresting gear may be required for tactical fixed wing aircraft operations. In the absence of a host nation capability, arresting gear will be included in the FIE.

(2) Airfield Lighting. An adequate airfield lighting system must be available to conduct 24 hour operations. Availability of on-site lighting will determine whether tactical lighting equipment must be included in the FIE.

(3) Airfield Matting(AM). Currently, MPSRON-1 does not have any AM2 airfield matting loaded aboard. Sufficient AM2 matting will be fielded with MPSRON-1 with the incorporation of the MPF(E) class ship in FY99.

2005. T-AVB CONSIDERATIONS

1. When a T-AVB is activated and employed, the FIE for a MEF (Fwd) will require 250 or fewer airlift transportation-support sorties. If a T-AVB is unavailable, or its deployment is not feasible, the MPF will need an additional 160 sorties, to support a MPF MAGTF ACE IMA deployment. The two existing T-AVBs, one on each coast, are held in Reduced Operations Status (ROS-5), normally requiring five days to ready the ships for sea. The IMA can provide limited maintenance functions on board the T-AVB enroute to the objective area.

2. Use of a T-AVB should be planned, whenever feasible, to support MPF operations. This requires the logistics planner to address:

a. Timely activation of T-AVB ships to allow transit to the desired SPOE.

b. Operational support issues including IMA shut down, preparing for embarkation, and interim support required by aircraft remaining at home stations.

c. Operating procedures for the IMA enroute to, and once in, the objective area. Procedures must include the methodology for transporting materiel to and from the T-AVB.

d. Capability and timelines for the off-load and establishment of the IMA in theater.

2006. INTERSERVICE/HOST NATION SUPPORT AGREEMENT(ISSA/HNSA). MAGTF commanders can enhance materiel readiness through the use of ISSAs and HNSAs. This capability should be exploited to support deployed forces to the maximum extent possible.

2007. CONTINGENCY CONTRACTING. Contingency contracting for locally available supplies and services immediately supporting a deployed MAGTF should be included in planning. A contingency contracting officer should be deployed with the MPF MAGTF CSSE and the SLRP.

CHAPTER 3

AVIATION COMBAT ELEMENT ORGANIZATION FOR MPF MAGTF OPERATIONS

CHAPTER 3

AVIATION COMBAT ELEMENT ORGANIZATION FOR MPF MAGTF OPERATIONS

3000. GENERAL. MCBul 3501 lists the notional MPF MAGTF Force List. This document is one of several planning documents used by ACE MPF planners. It lists by type squadron, the units which will deploy supporting MPF operations. When the MPF MAGTF ACE is activated, the troop list and associated deployment data is tailored to meet the specific requirements of the given contingency. MPF planners, down to the squadron level, should be familiar with this document and will validate this force list during the annual ACE MPF conference.

3001. FORCE LIST FOR MPF MAGTF ACE OPS. See reference (c).

3002. COMBAT ESSENTIAL EQUIPMENT ON MPS. The 2d MAW G-3 and G-7 coordinate validation of MPF MAGTF ACE operational plans. The G-4, and ALD (Plans), hold data lists showing the MPE/S and "O" level equipment loaded aboard each ship of MPSRON-1. Validation workshops within the Groups will continue to develop notional equipment lists for each attached squadron based on this data. Group or Squadron MPF planners requiring assistance should coordinate with the 2d MAW staff.

3003. DEPLOYMENT TASK ORGANIZATIONS. The force list provides the basis for all MAGTF deployment task organizations. The sourcing for these organizations are embedded within the MAGTF force list. The below organizations are temporary in nature and are organized to efficiently manage the unique requirements of an MPF offload. Once they fulfill their mission requirements, each element reverts back to their parent command within the MPF MAGTF. See references (a) and (b) for further details. A notional T/O of each organization for a full MPF offload and a MEU sized offload is provided in Appendix A.

1. Survey, Liaison and Reconnaissance Party (SLRP)

a. General. The SLRP is a task organization formed from the MAGTF and NSE and is introduced into the objective area prior to the arrival of the Advance Party of the MPF MAGTF. The SLRP conducts initial reconnaissance, establishes liaison with in-theater authorities and initiates preparations for arrival of the main body of the FIE and the MPSRON.

b. Mission. The SLRP will determine and validate, the

suitability of the beach, port, airfield(s) and road/rail networks to support the arrival of the MPF MAGTF. Additionally, the SLRP will make tentative MAGTF lay down assignments and coordinate with U.S., allied and host nation authorities to support MPF operations.

c. Responsibilities. The OIC, ACE SLRP Detachment validates and prepares the objective area for the arrival of the ACE, and provides feedback to the MAGTF and ACE Commanders for planning. ACE OPP specific responsibilities may include gathering information on flight restrictions, air traffic control and airfield supportability.

d. Task Organization. The notional SLRP T/O is outlined in reference (a), and the MPF MAGTF ACE SLRP T/O in Appendix A of this SOP.

2. Offload Preparation Party (OPP)

a. General. The OPP is a task organized unit composed of Navy and Marine Corps personnel including maintenance and embarkation personnel, equipment operators, and cargo handlers. The OPP deploys to the MPF squadron prior to, or during transit to, the objective area in order to prepare the MPE/S and the ship offload system for operations. Ideally the OPP should deploy to join the MPS ships at least 96 hours prior to AAA closure. Upon arrival aboard MPSRON shipping, the detachment OIC reports to the MPS squadron commander. The OIC of each ship OPP reports to the respective Ships Master. Each ship OPP will coordinate its efforts with embarked Marine Corps Maintenance Contractor personnel through the Contracting Officers Technical Representative. Once offload preparations are complete, the OPP forms the nucleus of the debarkation teams. Upon completion of the offload, the debark teams report to the OIC, Arrival and Assembly Operations Group (AAOG) for reassignment to their respective Arrival and Assembly Operations Element (AAOE).

b. Responsibilities. Reference (a) provides a detailed checklist for the OPP. Responsibilities include the depreservation and preparation of embarked equipment.

(1) Normal "Before Operating Services" listed in equipment Technical Manual.

(2) Fueling.

(3) Identification of defects.

(4) Limited organizational maintenance.

c. Task Organization. See Appendix A.

3. Advance Party (AP). The AP is made up of various task organized units from each element of the MAGTF, and arrives in the AAA in advance of the Main Body. The function of the AP is command and control of the MPSRON offload, material throughput, and reception of the MPE/S and FIE. The AP consists of several arrival and assembly organizations. A brief description of each follows.

a. Arrival and Assembly Operations Group (AAOG). The AAOG is a task organized group from the MAGTF whose function is to coordinate and control the arrival and assembly operations of the MAGTF. The AAOG consists of personnel from all elements of the MAGTF plus representatives from the NSE staff. The AAOG provides the MAGTF commander with information concerning force buildup within the AAA and ensures that combat capability is achieved consistent with the Commander's intent. The ACE provides a liaison team to the AAOG for 24 hour representation and establishes a communications link from the AAOG to the ACE Arrival and Assembly Operations Element (AAOE).

b. Landing Force Support Party (LFSP). The LFSP is a task organized unit composed primarily of elements from the CSSE of the FSSG, augmented by other MAGTF elements. It is formed to receive, process and distribute MPE/S from the offload control organizations and to move personnel and equipment arriving in the FIE. The LFSP is in operational control of the Port Operations Group/Beach Operations Group (POG/BOG), Movement Control Center (MCC), Arrival Airfield Control Group (AACG), and CSSA. The ACE provides personnel to the LFSP, primarily in the form of surge and throughput vehicle drivers.

c. Arrival and Assembly Operations Element (AAOE). The AAOE is established at the MSC level. The AAOE's primary function is to receive, account for, and distribute MPE/S to designated units or equipment reception points (ERP) within the unit assembly areas. The ACE AAOE consists of a headquarters section, ACO, surge drivers for the LFSP, and one or more ERPs.

(1) Responsibilities. See chapter 4 of this SOP.

(2) Task Organization. See Appendix A.

4. Main Body. The Main Body consists of the bulk of the MAGTF which arrives via air. Of the notional 249 sorties allocated to move the MAGTF, the ACE is apportioned 185. Reference (a) provides a notional breakdown of the total number of sorties by MAGTF element. The main body arrives in the arrival and assembly area incrementally from O-Day, through O+9. The ACE main body performs those tasks necessary to support MAGTF operations.

5. Flight Ferry. The Self-Deployed Aircraft Control Center is formed by the 2d MAW (AC/S, G-3), to coordinate fixed-wing tactical

aircraft movement to the AAA. A movement control officer from the G-3 will be designated to oversee and coordinate all ACE movements including Enroute Support Base Detachments, during transoceanic operations.

3004. ACE MPF PLANNING CELLS. Currently, Wing level MPF MAGTF ACE planners are located in the G-1, G-3, G-4 and ALD plans sections. These billets require experienced MPF and T-AVB operations officers capable of interfacing with higher and lower echelons for MPF/T-AVB issues. These individuals provide the staff expertise required to augment or support the ACE(Fwd) Battle Staff and are available to assist the ACE commander in developing and executing his deployment, arrival and assembly plans. To better prepare for, and support MPF exercises and contingencies, Group and Squadron Commanders will also establish MPF planning cells within their units, as necessary. II MEF MPF Cell and the Expeditionary Warfare Training Group Atlantic offer courses on MPF Staff Planning.

CHAPTER 4

ARRIVAL AND ASSEMBLY OPERATIONS

CHAPTER 4

ARRIVAL AND ASSEMBLY OPERATIONS

4000. GENERAL. This chapter provides information on operations conducted during the Arrival and Assembly phase and the ACE arrival and assembly organizations. These organizations are temporary in nature with personnel returning to their deployed units once operations are complete.

4001. ACCOUNTABILITY. Accountability is an important area of focus for MPF offload operations. A solid, pre-planned system of accountability that incorporates Automated Identification Technology enhances the speed of logistics throughput to the MPF contingency units and eases reconstitution of MPS capabilities. Specific hardware and software are discussed further in this chapter, but the end product is the Responsible Officer (RO) for each squadron signing a Consolidated Memorandum Receipt (CMR) for their designated equipment.

4002. DOCUMENTS. The following documents provide a baseline for the throughput of equipment and supplies.

1. Arrival and Assembly Plan (AA Plan). Developed under the cognizance of the MAGTF AC/S G-3/4, the AA Plan is the basic document through which the MAGTF Commander translates his plans into specific tasks for subordinate units. The AA Plan is detailed in nature, sets priorities, and includes a distribution plan that delineates which principal end items and containers are destined for a specific MSE AAOE. It does not list the distribution of items below the ACE level. The AA Plan may, in fact, not be finalized until detailed information is acquired by the SLRP in-country.

2. Table of Authorized Material Control Number (TAMCN) Summary. The TAMCN Summary Report lists ground equipment aboard MPF ships by TAMCN, destined for particular deployment command. This document allows units down to the squadron/det level to see at a glance what items they can expect to receive from the MPS offload, and helps determine what they might have to fly in. The TAMCN Summary is a planning document and may have to be modified prior to the actual MPSRON offload. The TAMCN Summary pertains to equipment purchased with Procurement Marine Corps funds ("green dollars").

3. Blue Documents. Equipment peculiar to aviation units, purchased with Aviation Procurement Navy funds ("blue dollars"), are

listed by type/model/series (T/M/S) of aircraft only. Aviation blue equipment is not listed for MPS ships by specific unit. The list is available at the 2d MAW ALD. This equipment is not tracked by the II MEF MPF Cell and may not be included in the AA Plan. Before deploying to the objective area the OIC, AAOE must coordinate the planned distribution of aviation peculiar MPF equipment with Wing ALD personnel.

4. Prepositioning Objective (PO). PO is a baseline document which lists all equipment and supplies prepositioned on MPS ships. It does not break out equipment and supplies below the MSE level. The PO lists classes of supply for Marine Corps funded equipment and supplies. It also lists Navy funded equipment and supplies which includes AGSE and aviation ordnance items.

4003. MISSION AND TASKS

1. The mission of the AAOE is to provide coordination and control during MPF MAGTF arrival and assembly operations. The ACE's AAOE will perform the following tasks:

a. Initial command and control within the assembly area until arrival of the ACE commander.

b. Receive MPE/S from the LFSP and verify items with the MAGTF.

c. Distribute MPE/S to subordinate units.

d. Coordinate security in the assembly area.

e. Oversee the logistics preparation for operations.

f. Provide throughput reports to the AAOG as directed by the AA Plan.

2. Sub functions of the ACE AAOE are as follows:

a. Provide liaison with the AAOG.

b. One or more ERPs will be established for the distribution of ACE MPE/S.

c. Augment LFSP with throughput and/or surge drivers per the AA Plan.

d. Airfield Coordination Officer acts as the single point of contact for host nation support and other support peculiar to aviation operations at the airfield(s).

4004. FLOW/THROUGHPUT. As long as the equipment offload flow design includes both speed and accountability, any actual offload schedule which meets the requirements of the MPF MAGTF ACE is acceptable. The key to throughput scheduling is in effective organization and in wide dissemination of the throughput plan.

1. For a MEF(Fwd) sized operation, fixed-wing and rotary-wing organizations are generally located at separate airfields. The road network from the beach/port must be adequate and designed to meet the needs of the MPS offload. Excessive complexity in the road network will cause equipment throughput drivers to get confused and may result in equipment delivery delays.

2. The ACE takes ownership of equipment offloaded/distributed from MPS ships through the MCC upon arrival at the ACE AAOE. It is then up to the ACE AAOE to segregate equipment for specific ACE units requiring support. Equipment not belonging to the ACE and erroneously delivered to the AAOE should be returned to the AAOG. Should expected/designated equipment not reach the ACE AAOE it more than likely was delivered to the wrong AAOE.

4005. AAOE. The ACE AAOE is the organization which acts as the distribution coordinator for all ACE units. The MAGTF AAOG sends equipment only to the ACE AAOE, not subordinate units.

1. Location. The AAOE is located in the ACE Unit Assembly Area (UAA), a geographic area covering a span of several acres to several square miles. The site selected for the UAA should ideally be adequate in size to allow separation of equipment by units down to the squadron/detachment level. If this is not possible, separation by rotary-wing and fixed-wing airfields/groups may be accomplished. A seperate area for staging of containers may also be needed. Distance from the MPF off-loading area to the UAA will be a determining factor due to the need for quick turn-around time of the MCC drivers and force protection issues. It must be noted that some force protection is provided by the Tactical Assembly Areas outside of the AAA. See figure 4-1.

2. AAOE In. Equipment and supplies will be scanned at the ACE AAOE using LOGMARS Data Collection Device (DCD) scanning equipment. Equipment and supplies will also be manually checked against a printed list to determine which ERP to send it for staging.

3. Traffic Control. The size of the UAA and the distance from the scanning point to the ERPs will determine the number of Marines needed for directing traffic and staging of vehicle.

ARRIVAL AND ASSEMBLY OVERLAY

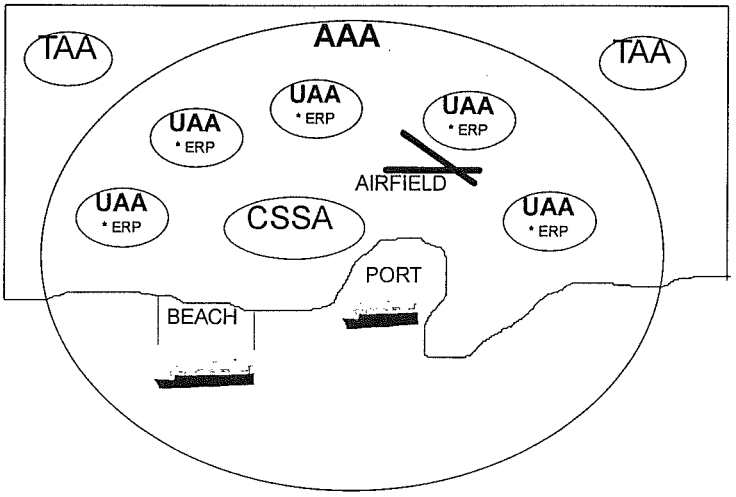


Figure 4-1

4. Reports

a. MDSS II Scan Data File Report. Scan data files are generated upon upload of the DCD into MDSS II. These files provide the MAGTF commander visibility of MPE/S throughput operations. Scan data file updates are submitted per the AA Plan. Primary method is wire and modem data communication links. Alternate means of transfer is via courier diskette. The least preferred method is hardcopy reports.

b. Unit Audit Listing (UAL). Marines operating Logistics Applications of Marking and Reading Symbols (LOGMARS) scanners will use the MDSS II UAL or an adhoc report to ensure proper tracking of MPE/S.

c. Daily Situation Reports. Reports will be submitted to the AAOG per the AA Plan.

d. Consolidated Memorandum Receipts (CMR). CMRs will be created from Asset Tracking for Logistics and Supply System (ATLASS) via uploaded scanned data into MDSS II. CMRs will be generated by the AAOE and signed by a RO at each ERP. No MPE/S will leave an ERP until the RO signs a CMR for it.

4006. AAOG LIAISON TEAM. Each AAOE provides a liaison team to the MAGTF AAOG. Composed of two officers, normally from the SLRP, each MSE's liaison team is normally organized into two watches, 12-hours per watch. Tasks performed by the AAOG liaison team are as follows:

1. Pass on to the AAOE information received from the AAOG Watch Sections relative to off-load and throughput.

2. Receive reports from the AAOE on the arrival of MPE/S and FIE increments, or problems being experienced with throughput from the beach/port or airfield.

4007. EQUIPMENT RECEPTION POINTS (ERP). The ERP is a reception area established by squadrons/detachments of the ACE for the receipt and distribution of equipment and supplies. In addition, depreservation and maintenance on equipment will be conducted at the ERP. Units operating an ERP will receive equipment and supplies per the distribution plan established by the AAOE.

1. Location. An ERP is a discrete point or sub-area within the ACE's UAA. The one or more ERPs that are formed are usually co-located with AAOE. The AAOE may or may not be at a contingency airfield, depending on the distance from the port or beach and the time factor involved for the throughput of equipment. See figure 4-2.

ERP'S WITHIN ACE UAA

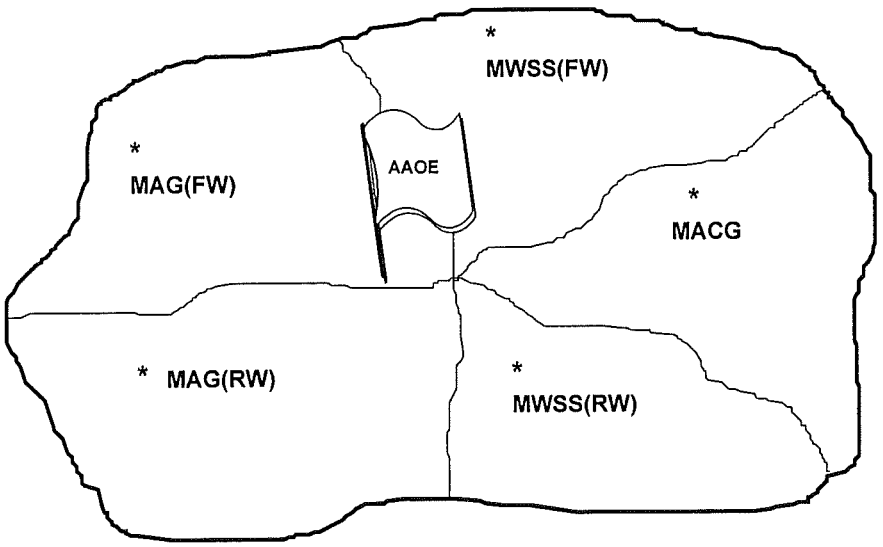


Figure 4-2

2. Accountability. The ERP is the most important location for final accountability of equipment and supplies. The ERP should be headed by the Ground Supply Officer for each squadron/detachment operating one. CMR's are created through the ATLASS system operated by the AAOE. Once CMR's are created, routine supply procedures go into effect. Equipment and supplies will be pushed to the units occupying the airfield or airlifted from the ERP depending on transportation availability. The ERP must have its own small pool of MHE and trucks to expedite throughput to using units. ERP's will also assist the AAOE in tracking containers.

3. Squadrons/Detachments. Since MPF equipment serves to flesh-out unit T/E's and prevents having to ship everything from home stations, equipment and supplies should never be assigned to using units without acknowledgment of receipt signatures by the unit Responsible Officer and/or Ground Supply personnel. Since the same MPF equipment, supplies and containers may be used in subsequent MPF operations it is imperative that all personnel understand that equipment needs to be returned to the MPS at the end of the operation in as good a state of repair as possible.

4. Container Unloading Area. There are different approaches to unloading (unstuffing) containers. Blount Island contracting personnel pack containers to support units at the MSC level. The AAOE OIC should have a listing of containers destined for the MPF MAGTF ACE prior to departure from home station. Unless a container is dedicated solely for the use of a specific squadron/detachment, it should be unloaded at the AAOE level. (This principle does not apply to ammunition containers). The equipment should be pushed through the ERP to using units quickly, without additional handling, except to ensure accountability. (An ERP normally does not have sufficient personnel to unload containers routinely. Its main purpose is to get the equipment to the using units quickly). The container unstuffing team needs to be headed by a ground supply (MOS 3000) individual who can ensure that accountability and accuracy of throughput remains the top priority. Four thousand pound forklifts and appropriate dunnage will be required in the container unstuffing area.

5. Ammunition. The vast majority of ammunition will arrive in fully loaded containers already classified into rotary-wing and fixed-wing requirements. The containers can be routed to using units directly through the ERP, pausing only long enough to be scanned for record purposes (it is probable that there will be a separate ordnance dump for each airfield used). The ammunition dump is treated as a separate unit and the containers are receipted for in writing by the RO of the dump. Considerable amounts of MHE are needed at the ammunition dumps. Should containerized ammunition be destined for geographically separated units, the containers will be delivered to a

single ammunition dump, unstuffed, the ammunition separated, and delivered to using units. This will dramatically lessen the possibility of a mishap. The outlined methodology may introduce accountability challenges, but this can be overcome with proper supervision.

4008. LFSP AUGMENTATION DRIVERS. As per the AA Plan, the ACE may be required to augment the LFSP with drivers. These drivers will report to the LFSP for assignment to either the MCC for duty as throughput drivers, or the POG/BOG as surge drivers. Once released from duty from the LFSP these drivers will report back to the ACE AAOE for further assignment.

4009. OIC/Airfield Coordination Officer (ACO) ACE SLRP. The OIC, ACE SLRP Detachment validates and prepares the objective area for the arrival of the ACE, and provides feedback to the MAGTF and ACE Commanders for planning. Additionally, the OIC, ACE SLRP is the MAGTF ACO. As the ACO, he validates/determines the suitability of the arrival airfield and assess the facilities available to support MPF MAGTF ACE operations. Reference (e) provides an operations checklist for the ACO.

4010. PERSONNEL. Appendix A provides a notional list of personnel needed at the AAOE and the ERP to perform both a MEF(Fwd) and MEU sized MPF offload. Personnel requirements are governed by the following assumptions:

1. For the AAOE:

a. 12 hour watches.

b. Throughput only; no "preparation for combat" personnel are included.

c. Local security for the throughput area only; no rear area security for ACE units.

d. Assigned personnel support an independent MPF operation and cannot participate in MAGTF ACE reinforcing or augmentation operations.

e. The MDSS II and ATLASS system is operational.

2. The following assumptions apply for ERPs:

a. Security is handled by an outside agency.

b. Required Transportation/MHE equipment will be coordinated by the AAOE from receipting units. (Trucks/MHE may be under-utilized if they are actually assigned to an ERP.)

c. Except for emergency situations of a temporary nature, squadron/detachment ROs need not be physically present to sign for delivered equipment.

4011. EQUIPMENT. "Capability Sets" loaded on to the MPF ships provide an initial capability for AAOE. The contents of capability sets should be known by the AAOE OIC prior to departure from home station. A generic additional listing of items that have proven helpful during previous MPF offloads is listed in Appendix C.

4012. COMMUNICATIONS. Detailed instructions for installing, operating and maintaining the MPF MAGTF ACE C4 systems will be included in Annex K (C4 Systems) to the MPF MAGTF AA Plan and in the Communication Electronics Operating Instructions published for the specific MPF operation. References (a) and (b) provide initial planning guidance.

4013. ARRIVAL AIRFIELD CONTROL GROUP (AACG). The AACG is responsible for the control and coordination of the off-load of airlifted units and equipment. Task organized around a nucleus of Landing Support Company Marines from the CSSE, the AACG will deploy as members of the Advance Party. ACE personnel will be assisted by the AACG in associating off-loaded equipment into convoys for transit to the AAA. Upon arrival in the AAA, ACE personnel will report to the AAOE for accountability and guidance on further movement.

CHAPTER 5

REGENERATION

CHAPTER 5

REGENERATION

5000. DEFINITION. Regeneration is the fifth phase of an MPF operation. In this phase the operational MAGTF passes responsibility of the MPE/S to a task-organized Regeneration Element consisting of members from several different organizations, to include: MARFORLANT/PAC, MEF, MARCORSYSCOM, MCCDC, MARCORLOGBASES, HQMC, Amphibious Group and Naval Beach Group. In some instances the operational MAGTF could be tasked to complete regeneration.

5001. REGENERATION PLANNING. The decision to regenerate the MPS is made at the Joint Staff level. The supported CINC will initiate the request. Initial planning for regeneration within the MAGTF will begin shortly after completion of the MPS off-load. The complete planning process is complex and time consuming, as numerous organizations and commands have a role in the planning and eventual execution of this phase of contingency operations. The supported MARFOR commander is ultimately responsible for the regeneration of his MPSRON.

1. The Planning Conference. The Regeneration Planning Conference, held by the MAGTF G-4 prior to termination of ongoing MPF operations, marks the beginning of operational planning for regeneration. The ACE will bring an assessment of its integral regeneration capabilities and requirements to this conference. The goals of the conference are to:

a. Review and validate MPF operational and logistics requirements.

b. Prepare sourcing and attainment strategies for MPF regeneration.

c. Construct a proposed plan for regeneration.

5002. ORGANIZATION FOR COMMAND AND CONTROL. An Executive Coordination Element (ECE) will be established at, or shortly after the regeneration planning conference, with representatives from the MARFOR MSEs and the supporting establishment. The ECE duties include:

1. Coordination with Host nation agencies and activities.

2. Direction and coordination of working groups.

3. Publishing the MPF regeneration Letter of Instruction.

5003. REGENERATION ORGANIZATIONS. The ECE is internally organized to develop a viable regeneration plan. Internal organizations include:

1. Operations Group. Determines operational and supporting issues for MPS regeneration.

2. Attainment Group. Plans for the retrieval of the supplies and equipment necessary for MPS regeneration.

3. Fiscal Planning Group. Develops the complete cost estimate for MPF regeneration.

4. Ammunition Planning Group. Identifies and replaces expended Class V(W) and (A) munitions aboard MPF ships.

5. Medical Planning Group. Identifies AMAL/ADAL and other medical equipment and supplies required for MPF regeneration.

5004. ACE RESPONSIBILITY. ACE MPF MAGTF planners must consider personnel and equipment requirements needed to support MPS regeneration operations. Regeneration of an entire MPSRON can take months and is predicated upon the intensity and length of combat operations supported by MPS equipment and supplies, (i.e. the resulting condition of the equipment to be back loaded and the level of usage of MPF Core Blocks). If less than the entire MEF is deployed, a Special Purpose MAGTF (SPMAGTF) may be formed to assist with MPF regeneration operations. The SPMAGTF will assume operational control of regeneration operations, allowing the MPF MAGTF to redeploy to home stations. To be effective, the SPMAGTF will include its own ACE, staffed predominately by MACG and MWSG Marines, since the bulk of MPS prepositioned equipment supports these aviation ground units. Flying Squadrons will be occupied with teardown and flight-ferry of rotary and fixed wing aircraft returning to home stations.

APPENDIX A

NOTIONAL ACE MPF TROOP LIST AND TASKINGS FOR MEF(FWD) AND MEU SIZE OFFLOADS

1. ACE Survey, Liaison and Reconnaissance Party (SLRP)

BILLET	GRADE	MOS	MEF	MEU	SOURCE
OIC/ACO	MAJ	75XX	1	1	MWHS
AVIATION OPS REP	CAPT	75XX	1	1	MAG(FW/RW)
CSS OPS REP	MAJ	0402	1	1	MWHS
MWSS ENGR REP	LT-CWO	13XX	1	1	MWSG
MWSS EAF OPS REP	CWO-2	7002	1	1	MWSG
AIR DEF COOD	LT-CWO	7204	1	1	MACG
MACG COMM REP	CAPT-LT	0602	1	1	MACG
AVN SUP REP	CAPT-CWO	660X	1		MWHS
SPT EQP/MF REP	GYSGT	6073	2	1	MALS(RW/FW)
ACFT MNT REP	CAPT-CWO	600X	1		MALS(RW/FW)
AVI ORD REP	CAPT	6502	1	1	MALS(FW)
TAOC REP	LT-CWO	72XX	1	1	MACG
ATC REP	LT-CWO	7220	1	1	MACG
AMMO TECH/ HMMWV DRIVER	SGT-CPL	2311	1	1	MALS(RW/FW)
CLERK/ HMMWV DRIVER	SGT-CPL	01XX	1		MWHS
	TOTAL		16	12	

2. ACE Offload Preparation Party (OPP)

BILLET	GRADE	MOS	MEF	MEU	SOURCE
OPP TEAM CHIEF	GYSGT	1349	1	1	MWSG
MDSS II OPER	CPL	0431	2	1	MWSG
ENGR CHIEF	SSGT	1341	1		MWSG
ENGR MECH	LCPL-PFC	1341	4	2	MWSG
MHE OPER	SGT-PFC	1345	5	2	MWSG
COOK	CPL-LCPL	3381	1		MWSG
MT MECH	SGT-PFC	3521	6	4	MWSG
WRKR MECH	SGT-CPL	3523	3	1	MWSG
MT MAINT CHIEF	SSGT	3529	1		MWSG
MT OPER	SGT-PFC	3531	10	2	MWSG/MACG
LVS/TT OPER	SGT-LCPL	3533	3	2	MWSG
REFUELER OPER	SGT-PFC	3534	4	1	MWSG
AGSE MECH	SGT-PFC	6072	4	1	MALS
AGSE ELECTRICIAN	SGT-PFC	6073	4	1	MALS
CFR OPER	SGT-PFC	7051	4	1	MWSG
	TOTAL		53	16	

3. ACE Advance Party (totals in parenthesis are personnel other than the SLRP requiring airlift with the Advance Party FIE)

a. ACE AAOE Command Group

BILLET	GRADE	MOS	MEF	MEU	SOURCE
OIC AAOE	LTCOL	0402	1	1	MWHS
AOIC/OPS OFF	MAJ	0402	1	1	SLRP
WATCH OFFICER	CAPT-CWO	660X	1		SLRP
WATCH OFFICER	LT-CWO	7204	1	1	SLRP
SNCOIC	MSGT	0491	1	1	MWHS
MT CHIEF	GYSGT	3537	2	1	MWSG
MDSS II CLK	SGT-CPL	0431	2	1	MAG(RW)
ATLASS CLK	SGT-CPL	3043	2	1	MACG
LOGMARS SCANNER	LCPL-PFC	0431	4	2	MAG/MACG
HMMWV DRIVER	LCPL-PFC	ANY	4	2	MWSG
COMM REP	CPL	2531	1	1	MACG
LAN OPERATOR	LCPL	2542	1	1	MWHS
CLERK/DRIVER	SGT-CPL	01XX	1		SLRP
CORPSMAN	HM2	8404	2	1	MAG(RW)
	TOTAL		24(20)	14(12)	

b. AAOG Liaison Team

BILLET	GRADE	MOS	MEF	MEU	SOURCE
AAOG LIAISON	LT-CWO	13XX	1	1	SLRP
AAOG LIAISON	CAPT	75XX	1	1	SLRP
	TOTAL		2(0)	2(0)	

c. ACE Surge Drivers (Assigned to LFSP)

BILLET	GRADE	MOS	MEF	MEU	SOURCE
MHE OPER	SGT-PVT	1341	15	5	MWSG/MACG
MT OPER	SGT-PVT	3531/ 3533	30	10	MWSG/MACG
	TOTAL		45(45)	15(15)	

d. MAG (FW) Equipment Reception Point (ERP)

BILLET	GRADE	MOS	MEF	MEU	SOURCE
AVI ORD REP	CAPT	6502	1	1	SLRP
SUPPLY OFFICER	CAPT-LT	3002	1	1	MAG(FW)
SPT EQP/MF REP	GYSGT	6073	1	1	SLRP
AGSE CHIEF	SSGT	6072	1	1	MALS(FW)
CONTAINER CHIEF	SSGT	6672	1		MALS(FW)
AGSE OPER	SGT-PVT	6073	3	1	MALS(FW)
CONTAINER HANDLER	SGT-PVT	6672	2	1	MALS(FW)
CMR CLERK	SGT-LCPL	3043	2	1	MAG(FW)
	TOTAL		12(10)	7(5)	

e. MWSS (FW) Equipment Reception Point (ERP)

BILLET	GRADE	MOS	MEF	MEU	SOURCE
SUPPLY OFFICER	CAPT-LT	3002	1	1	MWSG
MWSS EAF OPS REP	CWO-2	7002	1		SLRP
CMR CLERK	SGT-LCPL	3043	2	1	MWSG
SECURITY CHF	SSGT	5811	1	1	MWSG
SECURITY NCO	SGT-CPL	5811	3	1	MWSG
SENTRY	LCPL-PVT	ANY	12	4	MWHS
MT OPER	SGT-LCPL	3531/	10	3	MWSG
		3533	4		
MT MECH	SGT-LCPL	3521	4	1	MWSG
CFR OPR	CPL	7051	2	1	MWSG
MHE CHIEF	GYSGT-SSGT	1349	2	1	MWSG
MHE OPER	SGT-LCPL	1345	10	4	MWSG
MHE MECH	SGT-LCPL	1341	4	1	MWSG
HYGIENE EQUIP OP	CPL-PFC	1171	4	2	MWSG
COMBAT ENGR	SGT-LCPL	1371	5	3	MWSG
COMM CHF	SSGT	2537	1		MWSG
	TOTAL		66(65)	25(24)	

f. MAG (RW) Equipment Reception Point (ERP)

BILLET	GRADE	MOS	MEF	MEU	SOURCE
ACFT MNT REP	CAPT-CWO	600X	1		SLRP
SUPPLY OFFICER	CAPT-LT	3002	1	1	MAG(FW)
SPT EQP/MF REP	GYSGT	6073	1		SLRP
AGSE CHIEF	SSGT	6072	1		MALS(FW)
CONTAINER CHIEF	SSGT	6672	1	1	MALS(FW)
AGSE OPER	SGT-PVT	6073	3	1	MALS(FW)
CONTAINER HANDLER	SGT-PVT	6672	2	1	MALS(FW)
CMR CLERK	SGT-LCPL	3043	2	1	MAG(FW)
AMMO TECH/ HMMWV DRIVER	SGT-CPL	2311	1	1	SLRP
	TOTAL		13(10)	6(5)	

g. MWSS (RW) Equipment Reception Point (ERP)

BILLET	GRADE	MOS	MEF	MEU	SOURCE
SUPPLY OFFICER	CAPT-LT	3002	1	1	MWSG
CMR CLERK	SGT-LCPL	3043	2	1	MWSG
MT OPER	SGT-LCPL	3531/ 3533	10	3	MWSG
MT MECH	SGT-LCPL	3521	4	1	MWSG
CFR OPR	CPL	7051	2	1	MWSG
MHE CHIEF	GYSGT-SSGT	1349	2	1	MWSG
MHE OPER	SGT-LCPL	1345	10	4	MWSG
MHE MECH	SGT-LCPL	1341	4	1	MWSG
	TOTAL		35(35)	13(13)	

h. MACG Equipment Reception Point (ERP)

BILLET	GRADE	MOS	MEF	MEU	SOURCE
MACG COMM REP	CAPT-LT	0602	1	1	SLRP
TAOC REP	LT-CWO	72XX	1	1	SLRP
ATC REP	LT-CWO	7220	1	1	SLRP
SUPPLY OFFICER	CAPT-LT	3002	1	1	MACG
CMR CLERK	SGT-LCPL	3043	2	1	MACG
MT OPER	SGT-LCPL	3531/ 3533	4		MACG
MT MECH	SGT-LCPL	3521	4	1	MACG
COMM CHIEF	SSGT	2537	1	1	MACG
RADIO CHIEF	SGT	2531	1		MACG
RADIO OPER	CPL-PVT	2531	3	2	MACG
WIRE CHIEF	SGT	2519	1		MACG
WIREMAN	CPL-PVT	2512	2	1	MACG
RADIO TECH	SGT-CPL	2841	1	1	MACG
INFO SYS CHF	SGT	4066	1	1	MACG
INFO SYS SPEC	CPL-PVT	4066	2	1	MACG
ELECTRICIAN	CPL-LCPL	1141	2	1	MACG
COMPUTER TECH	LCPL	1141	1	1	MACG
WIREMAN	CPL-PFC	2512	3		MACG
	TOTAL		32(29)	15(12)	

i. Airfield Coordination Officer (ACO)

BILLET	GRADE	MOS	MEF	MEU	SOURCE
ACO	MAJ	75XX	1	1	SLRP
DRIVER	LCPL	XXXX	1	1	MWHS
	TOTAL		2(1)	2(1)	

ADVANCE PARTY TOTAL 231(215) 99(87)

APPENDIX B

ACE INDIVIDUAL EQUIPMENT LIST

DESCRIPTION	QTY	DESCRIPTION	QTY
T/O WEAPON	1	TOILET ARTICLES	1
WEAPONS CLEANING GEAR	1	TOWEL	1
K-BAR/BAYONET	1	WASHCLOTH	1
MAGAZINES	7 (M16)	SKIVVIES	5 (1 WORN)
	2 (9MM)	T-SHIRTS	5 (1 WORN)
CASE, SMALL ARMS	2 (M16)	PAIR SOCKS	5 (1 WORN)
	1 (9MM)	SET UTILITIES	3 (1 WORN)
HELMET W/CAMO COVER	1	PAIR BOOTS	2 (1 WORN)
CANTEEN W/POUCH	2	UTILITY COVER	2 (1 WORN)
CANTEEN CUP	1	GORTEX TOP	1
STAND, CANTEEN CUP	1	GORTEX BOTTOMS	1
FIRST AID KIT	1	BAG, CLOTHING W/P	1
CARTRIDGE BELT/LBV	1	ID TAGS	1
SUSPENDER, INDIVIDUAL	1	FLASHLIGHT	1
FLAK JACKET	1	FPM/W CARRIER	1
E-TOOL	1	INSECT REPELLENT	1
PONCHO	1	BOOT POLISH W/BRUSH	1
PONCHO LINER	1	SEWING KIT	1
MODULAR SLEEPING SYS	1	BOOT BANDS	2 (1 WORN)
WEB BELT	1	RANK INSIGNIAS	3 (1 WORN)
PAD, SLEEPING	1	PT GEAR/SHOES	1
ALICE PACK	1	LANYARD	1 (9MM)
SHOWER SHOES	1	LAUNDRY BAG W/PIN	1
SEABAG/VALPAK	1	SHLTR HLF W/POLES,ETC	1
GLOVES INSERT	1	GLOVES SHELL	1
CAP KNIT	1	ID CARD	1
COMBINATION/KEY LOCK	1		
COVERALLS	1 (MECHANICS/OPERATORS)		
COLD WEATHER GEAR	AS DIRECTED		
CIVILIAN ATTIRE	AS DIRECTED		

NOTES

1. UNIFORM OF THE DAY WILL BE UTILITIES, SOFT COVER, WEB GEAR WITH CANTEENS, MAGAZINES, K-BAR OR BAYONET, FIRST AID KIT AND T/O WEAPON UNLESS OTHERWISE DIRECTED.

2. NO OTHER BAGS/LUGGAGE/EQUIPMENT ALLOWED WITHOUT PERMISSION OF DET OIC.

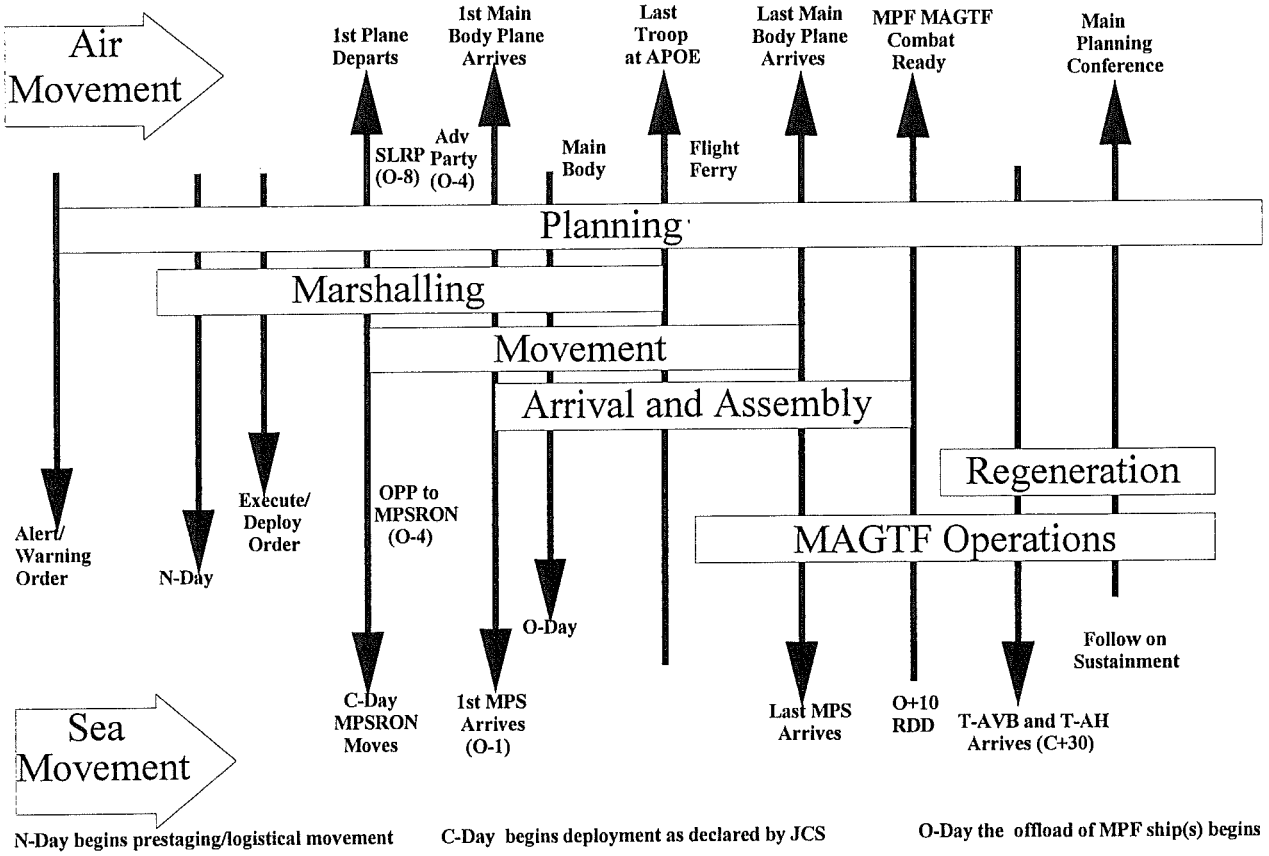
APPENDIX C

NOTIONAL AAOE EQUIPMENT

Tents (GP, CP, Tarps)
Tent decking
Cots
Engineer Stakes (or equivalent if the AAOE is on concrete/asphalt)
Tables/Chairs
Field Desks
Laptop or white computers with LAN capability
LOGMARS gear (scanners, DCDs, cables, modems)
Uninterruptable Power Supply (UPS)
Extension cords
Surge protectors
Computer disks
Computer paper
Calculators
Office supplies (paper, pens, paper clips, etc.)
Status boards Markers, grease pencils, etc.
Manuals (MDSS II and MPF)
Previous after action files
AA Plan, UALs, TAMCN SUMMARY, Blue documents
Copies of reports in AA Plan
Log books
Trip Tickets
Dispatch Log
Hand-held radios with charging stations
Comm gear (radios, phones, LAN)
RC-292 antenna
Fans
Generators
Batteries
Water jugs
Fuel cans
Engineer Tape
Traffic cones
Stencils
Spray paint
Flashlights
Chemlites
Sledge hammer
Duct tape
Tool boxes
MREs
Housekeeping supplies (brooms, trash bags, etc.)
Toilet paper
Insect repellent

APPENDIX D

NOTIONAL MPF TIMELINE



APPENDIX E

LIST OF ACRONYMS AND GLOSSARY

1. Acronym List.

A.

AAA	Arrival and Assembly Area
AABFS	Amphibious Assault Bulk Fuel System
AABWS	Amphibious Assault Bulk Water System
AACG	Arrival Airfield Control Group
AAFS	Amphibious Assault Fuel System
AAOE	Arrival and Assembly Operations Element
AAOG	Arrival and Assembly Operations Group
ACE	Air Combat Element
ACF	Air Contingency Force
ACO	Airfield Coordination Officer
ACU	Assault Craft Unit
ADAL	Authorized Dental Allowance List
ADCON	Administrative Control
AFOE	Assault Follow-on Echelon
AFOG	Airfield Operation Group
AGSE	Aviation Ground Support Equipment
AIS	Automated Information System
ALD	Aviation Logistics Department
ALE	Airlift Liaison Element
AM-2	Airfield Matting
AMAL	Authorized Medical Allowance List
AMC	Air Mobility Command
AMSEA	American Overseas Marine Corporation
AOC	Airlift Operations Center
AOR	Area of Responsibility
APA	Army Prepositioned Afloat
APF	Army Prepositioned Force
APOD	Aerial Port of Debarkation
APOE	Aerial Port of Embarkation
ASE	Aviation Support Element
ASL	Aviation Support and Logistics
ASP	Ammunition Supply Point
ATLASS	Asset Tracking for Logistics and Supply System
AWR	Army War Reserve

B.

BICmd	Blount Island Command
BMU	Beach Master Unit
BOG	Beach Operations Group
BOSG	Base Operations Support Group

BPG	Beach Party Group
BPT	Beach Party Team
BSA	Beach Support Area

C.

CAEMS	Computer Aided Embarkation Management System
CALM	Computer Assisted Load Manifest
CATF	Commander Amphibious Task Force
CE	Command Element
CHAPGRU	Navy Cargo Handling and Port Group
CHD	Cargo Handling Detachment
CINC	Commander-in-Chief
CJCS	Chairman Joint Chiefs of Staff
CJTF	Commander Joint Task Force
CLF	Commander Landing Force
CMPF	Commander Maritime Prepositioning Force
CMR	Consolidated Memorandum Receipt
CMS	Communications Security Material System
CMT	Contract Maintenance Team
CNSE	Commander, Navy Support Element
COCOM	Combatant Command (Command Authority)
COMMARFOR	Commander, U.S. Marine Corps Forces
COMMARFORLANT	Commander, U. S. Marine Corps Forces, Atlantic
COMMARFORPAC	Commander, U. S. Marine Corps Forces, Pacific
COMNAVFOR	Commander, U.S. Navy Forces
COMNAVSURFLANT	Commander, Naval Surface Force, Atlantic
COMNAVSURFPAC	Commander, Naval Surface Force, Pacific
COMPHIBGRU	Commander, Amphibious Group
COMPHIBRON	Commander, Amphibious Squadron
COMPSRON	Commander, MPS Squadron
COMSC	Commander, Military Sealift Command
COMSEC	Communications Security
COMSURFWARDEVGRU	Commander, Surface Warfare Development Group
COR	Contracting Officer's Representative
CRAF	Civil Reserve Air Fleet
CSNP	Causeway Section Non-Powered
CSP	Causeway Section Powered
CSS	Combat Service Support
CSSA	Combat Service Support Area
CSSD	Combat Service Support Detachment
CSSE	Combat Service Support Element

D.

DACG	Departure Airfield Control Group
DCM	Dangerous Cargo Manifest
DCO	Debark Control Officer

DCU	Debark Control Unit
DODIC	Department of Defense Identification Code
DOS	Days of Supply

E.

EAD	Earliest Arrival Date
EAF	Expeditionary Airfield
EBFL	Extended Boom Forklift
ECE	Executive Coordination Element
ECO	Embarkation Control Office
EDL	Equipment Density List
EEI	Essential Element of Information
ELINT	Electronics Intelligence
EMCC	Enroute Movement Control Center
EOD	Explosive Ordnance Disposal
ERP	Equipment Reception Point

F.

F/AD	Force/Activity Designator
FDP&E	Force Deployment Planning and Execution
FF	Flight Ferry
FIC	Fleet Intelligence Center
FIE	Fly-in Echelon
FISP	Fly-in Support Package
FLTCINC	Fleet Commander-in-Chief
FMCC	Force Movement Control Center
FOB	Forward Operating Base
FOS	Follow-on Sustainment
FPO	Force Protection Officer
FSOC	Force Security Operations Center
FSSG	Force Service Support Group
FSSG FWD	Force Service Support Group Forward
FW	Fixed Wing

G.

GCCS	Global Command and Control System
GCE	Ground Combat Element
GDSS	Global Decision Support System

H.

HAZMAT	Hazardous Material
HF	High Frequency
HN	Host Nation
HNS	Host Nation Support
HNSA	Host Nation Support Agreement

I.

IMA	Intermediate Maintenance Activity
IMRL	Individual Material Readiness List
INMARSAT	International Maritime Satellite
ISSA	Interservice Support Agreement

J.

JCS	Joint Chiefs of Staff
JDC	Joint Deployment Community
JDISS	Joint Deployable Intelligence Support System
JDS	Joint Deployment System
JFACC	Joint Force Air Component Commander
JFC	Joint Force Commander
JFLCC	Joint Force Land Component Commander
JFMCC	Joint Force Maritime Component Commander
JI	Joint Inspection
JIC	Joint Intelligence Center
JLOTS	Joint Logistics Over The Shore
JMC	Joint Movement Center
JMCIS	Joint Maritime Command Information System
JOA	Joint Operations Area
JOPES	Joint Operational Planning and Execution System
JPEC	Joint Planning and Execution Community
JSCP	Joint Strategic Capabilities Plan
JTF	Joint Task Force

K.

KC	Refueling and Cargo Aircraft

L.

LAD	Latest Arrival Date
LARC	Lighter, Amphibious, Resupply, Cargo
LCM	Landing Craft Mechanized
LCO	Lighterage Control Officer
LCT	Lighterage Control Team
LFADS	Landing Force Asset Distribution System
LFSP	Landing Force Support Party
LMCC	Logistics Movement Coordination Center
LMIS	Logistics Management Information System
LO/LO	Lift-On/Lift-Off
LOGAIS	Logistics Automated Information System
LOGMARS	Logistics Applications of Marking and Reading Symbols
LSO	Landward Security Officer
LTI	Limited Technical Inspection
LVS	Logistics Vehicle System

M.

MACCS	Marine Air Command and Control System
MACG	Marine Air Control Group
MACS	Marine Air Control System
MAG	Marine Air Group
MAGTF	Marine Air-Ground Task Force
MAGTF II	Marine Air-Ground Task Force War Planning System II
MALS	Marine Aviation Logistics Squadron
MARAD	Maritime Administration
MARCORLOGBASES	Marine Corps Logistics Bases
MARCORSYSCOM	Marine Corps Systems Command
MARFORLANT	U.S. Marine Corps Forces, Atlantic
MARFORPAC	U.S. Marine Corps Forces, Pacific
MASS	Marine Air Support Squadron
MAST	Mobile Ashore Support Terminal
MCC	Movement Control Center
MCMC	Marine Corps Maintenance Contractor
MCO	Movement Control Officer
MDSS II	MAGTF Deployment Support System II
MEDLOGS	Medical Logistics System
MEF	Marine Expeditionary Force
MEF (FWD)	Marine Expeditionary Force (Forward)
MEP	Mobile Electric Power
MEU	Marine Expeditionary Unit
MEU(SOC)	Marine Expeditionary Unit (Special Operations Capable)
MF	Maintenance Facility
MHE	Material Handling Equipment
MILOGS	Marine Corps Integrated Logistics System
MIMMS	Marine Corps Integrated Maintenance Management System
MIUWU	Mobile Inshore Undersea Warfare Unit
MMC	MPF Maintenance Cycle
MOLO	Marine Off-load Liaison Officer
MOLT	MAGTF Off-load Liaison Team
MOU	Memorandum of Understanding
MPE/S	Maritime Prepositioned Equipment and Supplies
MPF	Maritime Prepositioning Force
MPF (E)	Maritime Prepositioning Force (Enhancement)
MPS	Maritime Prepositioning Ship
MPSRON	Maritime Prepositioning Ship Squadron
MSC	Military Sealift Command
MSE	Major Subordinate Element
MSSG	MEU Service Support Group
MTACCS	Marine Corps Tactical Command and Control System
MTACS	Marine Tactical Air Control Squadron
MTMC	Military Traffic Management Command

N.

NALMEF	Norway Air-Landed Marine Expeditionary Force
NAVBEACHGRU	Naval Beach Group
NAVCHAPGRU	Navy Cargo Handling and Port Group
NBG	Naval Beach Group
NCA	National Command Authority
NCIS	Naval Criminal Intelligence Command
NEAT	Naval Embarked Advisory Team
NEW	Net Explosive Weight
NSE	Navy Support Element
NTPF	Near Term Prepositioning Forces
NTPS	Near Term Prepositioned Ships

O.

OCO	Off-load Control Officer
OCU	Off-load Control Unit
OMA	Organizational Maintenance Activity
OPCON	Operational Control
OPP	Off-load Preparation Party
OPSEC	Operational Security
OTH	Over-the-Horizon

P.

PCO	Primary Control Officer
PCS	Primary Control Ship
PHIBCB	Amphibious Construction Battalion
PEI	Principle End Item
PHIBRON	Amphibious Squadron
PHIBGRU	Amphibious Group
PO	Prepositioning Objective
POE	Port of Embarkation
POG	Port Operations Group
POL	Petroleum, Oil and Lubricants
PPMG	Prepositioning Program Management Group
PP&P	Preservation, Packing, and Packaging
PREPO	Prepositioning
PSHDGRU	Port Security/Harbor Defense Group
PWR	Prepositioned War Reserve
PWRM	Prepositioned War Reserve Material

R.

RAC	Readiness Acceptance Check
RBE	Remain Behind Equipment
RDD	Required Delivery Date
RMCC	Readiness and Movement Coordination Center
RO/RO	Roll-On/Roll-Off

ROS	Reduced Operational Status
RRDF	Roll-on/Roll-off Discharge Facility
RRF	Ready Reserve Force
RSO&I	Reception, Staging, Onward Movement and Integration
RTCH	Rough Terrain Container Handler
RW	Rotary Wing

S.

SAILORD	Sail Order
SASSY	Supported Activities Supply System
SDACC	Self-Deploying Aircraft Control Center
SECREP	Secondary Reparable
SIGINT	Signals Intelligence
SLRP	Survey, Liaison and Reconnaissance Party
SLWT	Side Loadable Warping Tug
SOSG	Station Operations Support Group
SPMAGTF	Special Purpose MAGTF
SPOD	Sea Port of Debarkation
SPOE	Sea Port of Embarkation
SSO	Seaward Security Officer
STS	Ship-to-Shore
SUROB	Surf Observation Report

T.

T-AH	Hospital Ship
T-AVB	Aviation Logistics Support Ship
TAA	Tactical Assembly Area
TAAT	Technical Assistance and Advisory Team
TACC	Tactical Air Command Center Tanker Airlift Coordination Center
TACON	Tactical Control
TAFDS	Tactical Airfield Fuel Dispensing System
TALCE	Tanker Airlift Control Element
TAV	Total Asset Visibility
TC AIMS for Movement System	Transportation Coordinators Automated Information
TCP	Traffic Control Point
TPFDD	Time Phased Force Deployment Data
TRANSALT	MPF Ship Alteration Modification
TYCOM	Type Commander

U.

UAA	Unit Assembly Area
UIC	Unit Identification Code
ULN	Unit Line Number
UMCC	Unit Movement Coordination Center
USCINCTRANS	U. S. Commander in Chief, Transportation Command

USTRANSCOM	U.S. Transportation Command
UTC	Unit Type Code

V.

V(A)	Aviation Ammunition
V(W)	Ground Ammunition

2. Glossary

Advance Party.
A task organization formed by the MAGTF commander that consists of personnel designated to form the nucleus of the arrival and assembly organizations. The primary tasks of the advance party are to arrange for the reception of the main body and MPS squadron.

Advanced Echelon (ADVON).
A team of AMC ALCE members deployed in advance of the main ALCE to coordinate AMC requirements at the arrival airfield. The ADVON may deploy equipment to establish communications with AMC command and control agencies and to establish the airlift operations center (AOC) prior to the main TALCE arrival.

Amphibious Assault Bulk Fuel System (AABFS).
Ship system used to pump bulk POL ashore via buoyant hose line. Each ship carries two 6,000-foot, 6-inch fuel lines.

Amphibious Assault Bulk Water System (AABWS).
Ship system used to pump potable water ashore via buoyant hose line. Each ship carries two 6,000-foot, 4-inch water lines.

Arrival and Assembly Area (AAA).
An area designated by the MPF commander in coordination with the CINC and host nation for arrival, off-load, and assembly of forces and MPE/S, and preparations for subsequent operations. The AAA is administrative in nature and does not denote command of a geographic area. Such an area may be inside an AOA. Within the AAA, coordination authority for the following is implied for the MPF commander:

1. Prioritization and use of airfield(s), port, beach facilities, and road networks

2. Air traffic control

3. Logistics support activities.

Arrival and Assembly Operations Element (AAOE).
A C2 agency in each MAGTF element and the NSE that coordinates the logistics functions of the off-load of MPE/S and the arrival and assembly of forces.

Arrival and Assembly Operations Group (AAOG).
A staff agency of the MAGTF, composed of personnel from the MAGTF and a liaison from the NSE, to control the arrival and assembly operations.

Beach Party Team (BPT).
The NSE component of the debark control unit responsible to control lighterage in the surf zone, conduct lighterage salvage, and transfer bulk liquids from the MPS(S).

Cargo Handling Detachment (CHD).
An NSE component consisting of U.S. Navy cargo handling force personnel assigned to the OPP who are augmented by additional supervisory and technical NSE personnel to accomplish the off-load.

Combatant Command (command authority) (COCOM).
Nontransferable command authority exercised only by commanders of combatant commands (excerpt from Joint Pub 1-02).

Contracting Officer's Representative (COR).
An officer or civilian employee of the U.S. government assigned to each MPSRON. The COTR works directly for Commander, MCLB, Albany, Georgia and supervises the efforts of the Marine Corps maintenance contractors (MCMC).

Debark Officer.
The naval officer on each ship responsible to the DCO for the efficient off-load of that ship's MPE/S. The debark officer coordinates the navy cargo handling detachment, USMC debark team, ship's crew, and assigned lighterage.

Direct Support.
Direct support is a mission requiring a force to support another specific force and authorizing it to answer directly the supported force's request for assistance.

Flight Ferry (FF).
The movement by self-deployment of the aircraft of the ACE to the AAA.

Fly-In Echelon (FIE).
Airlifted forces and equipment of the MAGTF and NSE plus aircraft and personnel arriving in the flight ferry of the ACE. Force Module (FM).
A task organization that is tailored and time phased to meet specific challenges of environments ranging from permissive Noncombatant

evacuation operation (NEO) to mid-intensity conflict (MIC) in any area of responsibility.

Force Movement Control Center (FMCC).
An operating forces agency normally established in the headquarters of the deploying MAGTF's parent MEF that monitors, coordinates, controls, and adjusts as required, strategic movement of Marine forces and associated Navy forces within the joint deployment system.

Landing Force Support Party (LFSP).
The forward echelon of the combat service support element formed to facilitate the ship-to-shore movement. In MPF operations, the LFSP is responsible to the MAGTF commander for throughput of off-loaded MPE/S from the beach, port, and arrival airfield(s). The LFSP is comprised of a shore party (LFcomponent) and is structured to perform the type of off-load (beach and/or port and airfield) anticipated for the MPF operation.

Lighterage Control Officer (LCO).
The Navy officer or chief petty officer responsible to the Off-loan Control officer to control lighterage assigned to that ship for off-load.

Logistics Movement Coordination Center (LMCC).
LMCCs are organized from service support elements (or the supporting establishment) in the geographic proximity of the marshaling units. They are tasked by the FMCC to provide organic/commercial transportation, transportation scheduling, materials handling equipment, and all other logistics support required by parent commands during marshaling and embarkation.

Marine Air-Ground Task Force (MAGTF).
A task organization of Marine forces (division, aircraft wing, and service support group) under a single command and structured to accomplish a specific mission. The MAGTF components will normally include command, aviation combat, ground combat, and combat service support elements (including Navy support elements). Three types of Marine air-ground task forces that can be organized are the Marine expeditionary unit, Marine expeditionary force (Forward), and Marine expeditionary force (excerpt for Joint Pub 1-02).

Marine Corps Maintenance Contractor (MCMC).
Contracted civilian maintenance personnel embarked aboard MPS.

Marine Expeditionary Unit (MEU).
The Marine Expeditionary Unit is a task organization that is normally built around a battalion landing team, reinforced helicopter squadron, and combat servie support element. It fulfills routine forward afloat deployment requirements, and is capable of relatively limited combat operations.

Marine Expeditionary Force (FWD) (MEF (FWD)).
A Marine Expeditionary Force (FWD) is a task organization that is normally built around a regimental landing team, provisional Marine aircraft group, and a combat service support detachment. It is capable of conducting amphibious assault operations of a limited scope. During potential crisis situations, a MEF (FWD) may be forward-deployed afloat for an extended period in order to provide an immediate combat response.

Marine Expeditionary Force (MEF).
The Marine expeditionary force, the largest of the MAGTFs, is normally built around a division/wing team, but can include several divisions and aircraft wings, together with an appropriate combat service support organization. The MEF is capable of conducting a wide range of amphibious assault operations and sustained operations ashore. It can be tailored for a wide variety of combat missions in any geographic environment.

Maritime Prepositioned Equipment and Supplies (MPE/S).
Unit equipment and sustaining supplies associated with a MAGTF and an NSE, which are deployed on maritime prepositioning ships.

Maritime Prepositioning Force (MPF).
Task organization of units under one commander formed for the purpose of introducing a MAGTF and its associated equipment and supplies into a permissive area. The MPF is composed of a command element, MPSRON, MAGTF, and NSE.

Maritime Prepositioning Force Augmentation Operation (MPFAO).
An MPF operation that augments an existing operation.

Maritime Prepositioning Force Independent Operation (MPFIO).
An MPF operation that does not augment an existing operation.

Maritime Prepositioning Force Operation (MPFOP).
A maritime prepositioning force operation is a rapid deployment and assembly of a MAGTF in a permissive area using a combination of strategic airlift and forward-deployed maritime prepositioning ships.

Maritime Prepositioning Ship(s) (MPS).
Civilian-crewed, Military Sealift Command chartered ship (s) that are organized into three squadrons and are usually forward deployed. These ships, as a squadron, are loaded with propositioned equipment and 30 days of supplies to support up to a MPF MAGTF. (An MPS is not the same as a USNS TAK and should not be referred to with the same descriptor.)

Maritime Prepositioning Ship Squadron (MPSRON).
A group of civilian-owned and civilian- crewed ships chartered by Military Sealift Command loaded with prepositioned equipment and 30 days of supplies to support up to a MPF MAGTF.

Naval Support Element (NSE).
The maritime prepositioning force element that is composed of naval beach group (NBG) staff and subordinate unit personnel, a detachment of Navy cargo handling force personnel, and other Navy components, as required. The NSE, as described in this publication, is divided into two groups: those who comprise the beach party group of the LFSP, and those who perform shipboard duties for the off-load and STS movement of MPE/S.

Navy Construction Force (NCF).
When assigned to a MAGTF, the NCF's mission is to ensure sustainment of MAGTF operations by providing deliberate construction support. This includes major construction, repair to existing facilities, and other general engineering tasks. The NCF also supports the naval operating forces through the construction of Navy bases within or outside the amphibious objective area. NAVFAC P-315, Naval Construction Forces Manual, provides detailed information concerning NCF operations.

O-Day (Off-load day).
An MPF term designating the day the MPSRON off-load begins or the continuous flow of the FIE commences, whichever is later.

Off-load Preparation Party (OPP).
A task organization of Navy and Marine maintenance, embarkation, and cargo handling personnel deployed to the MPSRON before or during its transit to the AAA to prepare the ship's off-load systems and embarked equipment for off-load.

Operational Control (OPCON).
Transferable command authority that may be exercised by commanders at any echelon at or below the level of combatant command (excerpt from Joint Pub 1-02).

Primary Control Officer (PCO).
The Navy officer responsible to the NSE commander for the off-load of the MPS squadron, the STS movement, and the reception and control of lighterage on the beach.

Principal End Items (PEIs).
Those items of equipment necessary for the efficient completion of the MPS off-load and the accomplishment of the MAGTF mission.

Ready Reserve Force (RRF).
The RRF is composed of ships acquired by MARAD with Navy funding and newer ships acquired by MARAD for the NDRF. Although part of the NDRF, RRF ships are maintained in a higher state of readiness and can be made available without mobilization of Congressionally declared state of emergency.

Reduced Operational Status (ROS).
Applies to Military Sealift Command ships withdrawn from full operational status (FOS) because of decreased operational requirements. A ship in ROS is crewed in accordance with shipboard maintenance and possible future operational requirements with crew size predetermined contractually. The condition of readiness in terms of calendar days required to attain FOS is designated by the numeral following ROS (i.e., ROS-5).

Regeneration.
MPF regeneration is the methodical approach to restore the MPSRON to its original strength or properties and to attain full operational capability. This process may involve restructuring the types and quantities of equipment and supplies carried on individual MPSs in a different configuration to that which existed prior to the off-load.

Remain Behind Equipment (RBE).
Unit equipment left by deploying forces at their bases when they deploy.

Supported Commander.
The commander having primary responsibility for all aspects of a task assigned by the JSCP or other joint operation planning authority. In the context of joint operation planning, this term refers to the commander who prepares OPLANs or OPORDs in response to requirements of the CJCS.

Supporting Commander.
A commander who provides augmentation forces or other support to a supported commander, or who develops a supporting plan. Includes the designated combatant commands and Defense agencies as appropriate.

Survey, Liaison and Reconnaissance Party (SLRP).
A task organization formed from the Designated Coomander, MAGTF and NTF, which is introduced into the objective area prior to the arrival of the main body of the FIE to conduct initial reconnaissance, establish liaison with in-theater authorities, and initiate preparations for the arrival of the main body of the FIE and the MPSRON.

Tanker Airlift Control Element (TALCE).
A composite organization of the USAF Air Mobility Command (AMC) tailored to support airlift operations. The TALCE provides command and control for AMC resources, off-load, and aircraft services, and serves as the focal point for all airlift activities at an operating location.

USMC Debarkation Team (USMC debark team).
MAGTF personnel provided to CNSE for each ship of the MPSRON for off-load preparation and off-load. This team consists of maintenance and vehicle equipment operators from the OPP, SLRP advance party, or main body.